

## New-York Tribune.

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## THE NEWS THIS MORNING.

**CITY.**—Survivors of the Titanic landed from the Carpathia at Cape Smith's wharf, saying that after doing all in his power to provide for their safety he killed himself on the bridge, shooting himself twice; that the chief engineer followed his example and that three Italian sailors, who were waiting in the ship's hold, were killed by the explosion of a boiler. A vast crowd awaited the steamer at the pier, and ambulances rushed those injured or prostrated by the accident. The survivors of the accident, which occurred on a clear night and culminated when the boiler blew up, were furnished by scores of the survivors. The full list of survivors of the Titanic was not given until three hours after the Carpathia docked. The relief fund being raised by the women and by Mayor Gaynor reached a total of \$87,000, and the Stock Exchange raised \$20,000 to be used in caring for the survivors on their arrival.

**DOMESTIC.**—The American Red Cross decided to appeal to the people to contribute funds for the relief of the survivors from the Titanic, and for the families of those who were lost. Members of the Senate committee to investigate the Titanic disaster consulted President Taft and Attorney General Clegg, and the committee will be directed by the Secretary of the Treasury and the Secretary of Commerce and Labor to co-operate with them. President Taft and the Governor and people of Newfoundland sent to President Taft messages of sympathy for Americans who lost relatives and friends in the Titanic disaster. Latest breaks in the Mississippi River levees have added 25,000 to the army of flood victims; federal officials and those of many states join in relief work. Representative McKinley, director of the Federal Bureau of Investigation, issued a statement at Washington calling attention to the alleged lavish expenditure of money in the Roosevelt campaign. Governor Dix signed twenty-four bills, including one which was passed by the Legislature before him. The alleged leaders of the Lawrence, Mass., strike were indicted by the Essex County grand jury in connection with the riot at the time of the strike of textile workers. Mrs. Mary E. Gage, of Washington, whose sanity was questioned because of alleged threats against C. B. Taft, was released on \$10,000 bail by Judge Belva O. Lockwood. The administration ticket for ten vice-presidents general and two honorary vice-presidents general in the Democratic National Convention was victorious in an election finished at Washington.

**FOREIGN.**—Italian warships bombarded two Turkish forts at the entrance to the Dardanelles, a blockade of which was immediately declared by the Italian Government. The Mexican government sent its reply to the United States' warning as to acts endangering American lives or property. It was a threat that President Madero disclaimed responsibility for events in the districts held by the rebels. Thirty were killed in a battle which resulted in the capture by Mexican forces of the town of Cuicatlan, capital of the state of Sinaloa. More than one hundred Sinaloa gold miners were killed in a clash with Russian soldiers. The Russian Provisional Government, arriving in Europe, reported having received the Titanic's calls for assistance; the Baltic was proceeding to her assistance when informed by the Carpathia that no further aid was necessary; the Providence was 600 miles to the eastward, too far to be able to reach the Titanic.

**THE WEATHER.**—Indications for today: Cloudy. The temperature yesterday: Highest, 53 degrees; lowest, 43.

## KIND WORDS FOR MURPHY.

The Hon. Charles Francis Murphy gets so few kind words nowadays from the Democratic newspapers in this region that it seems only fair to call attention to the flattering estimate of his statesmanship entertained in a distant quarter like Texas. "The Houston Post" grows enthusiastic over the outcome of the little consultation which Mr. Murphy held with himself in this city last week and which was generally described in out-of-town accounts as a Democratic state convention. The Democratic newspapers of this city in general have been alive to the fact that the Tammany boss simply put New York's ninety votes at Baltimore into his own pocket for trading purposes and have not hesitated to denounce the transaction at Terrace Garden as a travesty on the idea of a free election by the Democratic voters of delegates to represent them and carry out their wishes in the Democratic National Convention.

According to the Murphy view, the Democratic voters ought to be glad to be allowed to look through holes in the fence while the Democratic politicians play the game of nominating Presidential and Vice-Presidential candidates. The Tammany theory is that it is best to keep New York's cards at a national pow-wow face down on the table and to see where the greatest promise lies before becoming interested in any particular Presidential aspirant. New York Democrats are all in this blind pool, and Mr. Murphy's personal hope of gain will determine the fate of the speculation. Such blind pools have lost their popularity in this neighborhood. But down in Texas they are still regarded as a last cry exhibition of business sagacity in politics. "The Houston Post" commends the action of Mr. Murphy in tucking the delegates away in his pocket as the "logical thing to do." It an-

nounces that "New York has no candidate for the Presidency this year," which may be rather startling news to Mayor Gaynor, and that consequently "there is a disposition to hear from the 'Empire State representatives with a view to making the ticket and platform as strong as possible.' That is a disposition which few Democratic national conventions have ever manifested, and the Baltimore gathering is not likely to prove an exception to the rule. Yet it would be cruel to snub the 'Post's' dream of the lofty statesmanship which is to guide the Baltimore assemblage after Murphy arrives on the scene with his eighty-nine New York shadows. Bounties do not often come the Tammany boss's way, and he needs all he can get, no matter under what misapprehensions they are thrown at him.

## AN HEROIC END.

Whatever dread existed lest the arrival of the Carpathia, lifting the veil from the closing hours of the Titanic, should reveal human nature at its worst and weakest was dispelled when the survivors came ashore. All the stories told of those terrible last scenes agree with regard to the order, the discipline and the courage that prevailed. If a slight panic started immediately upon the fearful shock of the collision and in the darkness that followed it was brief and yielded readily to the authority of the ship's officers.

The loss of some women and the saving of some men are explained. The women who went down with the ship died because they preferred death to leaving their husbands, fathers, or brothers. The men who were saved either were those who were up and dressed when the accident happened, and so were hastened into the first boats launched, or they entered the last boats after the women who preferred to meet their fate with their loved ones aboard the sinking ship had declined repeated calls to leave her.

There was no mad scramble for safety, but all behaved like soldiers prepared for the awful emergency, instead of men called suddenly and without warning to face their death. Their splendid bravery and self-control will stir the pride as it starts the tears of every one who reads of it to-day. Officers and crew and passengers alike, they were a noble company who knew how to die. It is a bitter thing that men and women like these should lose their lives because of an effort to make a record across the Atlantic and through a sacrifice of safety to show and luxury.

## FRANKNESS ESSENTIAL.

The patience of the friends and relatives of the Titanic's company and that of the general public, which likewise has a legitimately keen interest in the tragedy, have been put to a severe test. The silence of the Carpathia as to the circumstances of the wreck and the condition of the survivors before her arrival in port, together with her seeming refusal to answer an inquiry even from the President of the United States concerning one of her own staff, created a most painful impression. That will not be entirely relieved by the formal statement given out by the surviving passengers of the Titanic "in order to forestall any sensational or exaggerated statements."

Its reservations only raised questions of legitimate interest. The friends of those who are lost, the friends of those who survive and the general public of two continents which is vitally concerned for future safety at sea would not be content without the fullest knowledge of every circumstance pertaining to the wreck of the Titanic. Nor will they be content without full knowledge of the causes for the long suspense which they were inexplicably forced to endure.

## "POOLING" FOR SAFETY.

The charge is glibly made that the Titanic disaster is the direct outcome of the public craze for speed and luxury. The traveling public, and particularly the American traveling public, we are told, requires the transatlantic liners to follow the short northern route, despite its dangers, in order to make the passage in the shortest possible time, and for the same reason requires the running of ships at top speed. Moreover, its demands for deck room, for unobstructed vision and for luxurious equipment make it impossible to clutter and burden ships with a larger number of lifeboats. That is why ships have tennis courts and swimming pools instead of lifeboats and rafts, and why they go flaring across the short northern route in iceberg season. The people prefer a short and dangerous route to one which is 10 per cent longer and 100 per cent safer. In brief, they prefer speed to safety, and so it is all their fault that a Titanic goes to the bottom with fifteen hundred victims. All of which is illogical and unconvincing.

It is certain that those who cross the Atlantic must do so in such vessels as the companies provide and by such routes as the companies adopt. If a company elects to send its vessels in iceberg time by the comparatively safe southern route, the public cannot compel it to do otherwise. Of course, they could give their patronage to some other line, which takes risks on the northern route, and perhaps some would do so. But suppose that there were no such other line, since all had agreed to purchase the safer route? If a company decided to equip its ships with full complements of boats and rafts and other safety assuring devices, even at the cost of dispensing with some luxuries, what could the public do? Transfer their patronage to some other line, which gave the luxuries at the expense of safety? But suppose that there were no such other line, since all had adopted the same policy of safety?

It appears, then, that it is not the demand of the public but rather the supply of the shipping companies that is responsible for the conditions which are deplored. Some company for the sake of advertising sacrifices safety for speed, offering a temptation to one of the well known follies of a part of the public, and forthwith all the rest do likewise. In order, as they think, to compete with it and to restrain their patrons from deserting them. Unhappily, there are always enough persons to give to such rivalry an air of public countenance and favor, and so the process goes on. It is not a response to a general public demand so much as it is an offering of

temptation to a limited part of the public; and its origin is in a commercial desire to attract patronage by novel methods, or to retain it by competing with those methods when they have been adopted by others.

During most of the time for many years the various companies operating transatlantic lines have found it practicable and have deemed it profitable to maintain a "pool" or an agreement for the prevention of competitive rate cutting; though there can be no doubt that the lowering of rates would be a more potent attraction than either speed or luxury. It might be worth while to consider whether it would not be equally practicable, and whether it is not equally desirable, to form such a combination for the promotion of safety, both in the equipment of vessels and in the adoption of routes. If competition in speed were still maintained there would be no advantage nor disadvantage to any in adoption of the longer route by all. Of course, the longer route would mean a day's more expense for coal and maintenance. But how many such days' expenses would it take to equal the cost of one Titanic disaster? Of course, too, if there were any diminution of luxuries there would be grumbling, chiefly from persons who had never had those luxuries on shore. But we must believe that most ocean travelers are sufficiently sane to realize that with all our triumphs of scientific and engineering genius a transatlantic voyage still involves a struggle with the elements which may necessitate the foregoing of some indulgences, and to acquiesce in a refutation of the order of the traditional railroad motto, "Safety, speed and comfort," making safety the first aim.

**STORAGE SPACE FOR LIFEBOATS.**  
The excuse that a larger complement of lifeboats on a transatlantic liner would be a serious obstruction to the comfort of the passengers will impress no one familiar with the conditions of ocean travel. If a ship had only two decks and both had to be blocked every few yards with lifeboats easy passage along them, which is one of the greatest conveniences of life on a modern liner, would be unpleasantly and often dangerously interrupted. But the newer steamers have three or four decks, and ample space might be provided on the top deck for many more lifeboats than are now carried. That is shown by the fact that the top deck is used for a variety of purposes. It contains a number of choice cabins, desirable in summer because they are always cool at night. It also often contains amusements, an upper smoking room or gallery, a restaurant, a gymnasium or some other superfluous accessory.

The larger the ship the more ample is its top deck room, and if it were desired to double or triple the supply of lifeboats there would be no lack of space to accommodate them were the cabins, gymnasium and other incumbrances removed. Doubtless it would require a larger crew to man and handle the boats than could be used for ordinary seamen's work on shipboard. The companies would be obliged to carry more men than they would ever need except in rare emergencies, and that is a drain which they prefer to avoid.

It would be the easiest thing in the world for the traveling public to recompense itself for the loss of top deck luxuries. There are comforts, conveniences and luxuries enough without them.

The Lincoln Memorial Commission, created by act of Congress, has accepted the Bacon memorial design, which had already been approved by the federal Fine Arts Commission. So far, so good. It would be deplorable if Congress should now be misled into repudiating the action of its own agents and substituting for an appropriate memorial in Potomac Park a fantastic project for a memorial road from Washington to Gettysburg.

**THE PRESENT DANGER FROM THAW.**

Dr. Austin Flint calls attention to the gravity of the situation with respect to Thaw's present application for release when he declares in a letter to "The World" that it was largely the influence of the Thaw family which procured the retirement of the old Mattawean officials who had had Thaw under observation for a long time and were convinced of his insanity. Of the new officials in the Prison Department and in charge of Mattawean Dr. Flint, an ally of the highest standing and of good sources of information, writes that "it is thought that Colonel Scott and Dr. James V. May, who is now president of the State 'Commission in Lunacy, favor Thaw's release. Dr. Russell, the newly appointed superintendent of Mattawean, 'is supposed to hold the same opinion.'"

And to show the attitude of Dr. May toward the incarceration of degenerates like Thaw Dr. Flint recalls Dr. May's recommendation for release from Mattawean a man named Germond, although Dr. May testified that Germond was "an enemy to society, a menace to the public, a habitual criminal who will practice his evil habits in spite of all his 'promises of reformation.'"

What is being done by the officials to protect society against the turning loose of this dangerous maniac? The opinion of these new officials in charge of him ought not to have great weight with the court. They have had only a brief experience of his case, and though he may have appeared sane during the few months they have had him under observation, that does not signify that he has ceased to be a danger to society. The restraint of his confinement has undoubtedly improved his health, but once he were free he would return to his debaucheries. His nerves would soon be unstrung by his excesses and the mental stage of his disease would return. That is the characteristic of paranoia. Continued apparent sanity for months or even years is typical. But recurrence of mania is certain.

The physicians who had him under observation for years at Mattawean should be called when a hearing is held regarding his sanity, and their testimony should have the greatest influence with the court. They know his state best, and counsel should be employed to defend the public interests who are familiar with the case. What is Attorney General Crampton doing to keep this dangerous degenerate from being turned loose upon society?

## AS COSTLY AS AN ELECTION.

No previous primary campaign having been conducted under the existing law, the best basis of comparison with regard to Colonel Roosevelt's expenditures is furnished by the cost of elections in this county. In the last important election here, that of 1910, all that the Republican County Committee had to spend was \$32,000, and Tammany, with its traditional liberality in the use of money, spent only \$105,000. For the entire state campaign the Republican County Committee had only \$125,000 to spend, part of it being used, of course, in this county, and that amount had to serve for the purposes of a campaign lasting several weeks preliminary to the election of the Governor and other state officers, besides Congressmen and State Senators and Assemblymen in all districts. Yet its cost to the Republicans, at least, was certainly not much

greater in this county than the cost of Colonel Roosevelt's recent contest here was to his liberal supporters.

The first primary under the new law in this state brings the public face to face with the excessive use of money which has been complained of elsewhere as an evil of the direct primary system; but seldom has the extravagance elsewhere reached the proportions attained in the recent contest here. The only parallel that readily occurs to mind for the Roosevelt League's expenditure of \$50,000 in one county is \$106,000 to carry the primaries of the State of Wisconsin. Senator Stephenson's lavishness became a national scandal.

## FORCING THE DARDANELLES.

Italy is evidently resolved to force conclusions with her antagonist. Yesterday we heard of international overtures for peace. Today the answer of Italy is reported, from her guns trained on the forts of the Dardanelles. Despairing of conquering Turkey on land, or declining to incur the losses which an attempt to do so would inevitably entail, she attacks from the sea, where she is powerful. Disabling halfway measures, such as assailing the Ottoman Empire, she strikes at the maritime approach to the capital. Beyond doubt it is the logical thing to do, and there is reason to expect that it will prove effective, though a repulse yesterday is reported.

That is to say, if persistence in this course is sanctioned, of which there are grave doubts. For the forcing of the Dardanelles means much more than an attack by Italy on Turkey. It challenges the integrity and efficacy of an age-long principle of European diplomacy. All the powers which were parties to the international agreement concerning the control of the Dardanelles are directly interested in the occurrence. The passage of the strait by the Italian fleet would mark a new era in the Eastern question and compel a wide readjustment of European diplomatic relations. What effect it might have upon the integrity and the very existence of the Turkish Empire itself is portentous matter for speculation. It is certainly one of the most portentous and formidable proceedings of recent years.

It may be doubted if the powers will assume to forbid it, hesitating thus to challenge the belligerent rights of Italy. Yet they may well be expected to remember their energies and their solicitations for a compromise which will end the war without the resort to extremes which Italy now threatens. It would be agreeable to Europe, and would avoid complications which all powers desire to shun, to have peace restored without a radical opening of the question of the Dardanelles, and a thing which is so much desired is likely to be secured.

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If the governorship of New Jersey is really an important office, there is no longer any reason why it should not be devoted to the public interest. The moral space of the political temple is adorned with a chaplaincy that imparts the inexorable message of despair. —Houston Post.

Yet Professor Wilson has eighty-one votes in the Baltimore convention already secured, while "The Post's" first choice, Governor Harmon, has none, and its second choice, Representative Underwood, has only twenty-four.

Home rule and economy may be excellent platform propositions, but Governor Dix shows that they shouldn't be allowed to enter into practical politics when he signs a bill that mandatory measure transforming the police department of this city into patrolmen and giving each \$100 a year more than he got before. Of course, the local authorities ought to have something to say about the pay of these men, but then—what's home rule but democracy?

Three members of Harlem's "Little Italy" gangs have managed to shoot themselves to pieces to such an extent that one has died and the others are not expected to live. Perhaps they have unwittingly furnished a solution of the problem of gang extermination, now puzzling the police and the magistrates.

It is fitting that the new group of model tenements just opened should be known as the Potter Buildings. The late Bishop Potter was active in organizing the company which built them, and tenement and housing reform is a project for human betterment of the broad and far-reaching character which marked his work.

## THE TALK OF THE DAY.

Speaking of the "Fatal 15th," as recalled yesterday in The Tribune, an old merchant said that he remembered distinctly the excitement when President Lincoln died, on April 15, 1865, and that he had just landed from a trip abroad when the news of the Elbe disaster was received on the same date in 1912. He was in Washington on February 15, 1908, when the Maine was blown up and in New York on June 15, 1904, when the Slocum burned. "Nothing can compare," he said, "with the situation when the news went out. 'The ship has been killed.' That crime stands alone in our history. We all know how the other four 15th catastrophes cast the country into gloom. But in each of the four dreadful incidents we knew the worst at once and the fact that this last of the '15th fatalities' was looked upon as a dreadful might-have-been for hours made the awful truth, when it came, the worst of the series."

"I made all kinds of excuses to get off to see them play last afternoon," he said. "Yes. Finally I touched the boss's heart by telling him I wanted to go to the ball game." —Washington Star.

When it comes to landscape gardening the intensiveness of the Japanese is shown in a wonderful manner. In front of a little shop on lower Broadway, which is constantly surrounded by an admiring throng, is a garden which can literally be held in one hand. It boasts a tree, some rocks, a gravel path and a miniature hut. The most wonderful specimen, however, is a model contained in an earthen dish scarcely larger than a dinner plate. It is a complete landscape, disclosing frowning cliffs, whose base runs a small river; there are also boulders overgrown with moss, an ivory temple, and overhanging the rocks, a bone fire tree about eight inches in height. There is an air of solidity and naturalness about the model that is most convincing, and a spectator is impressed with the sensation of viewing a slice of nature.

ture through the little end of an opera glass.

Scott. There goes Dr. Swellman. Quite a little killer, isn't he?

Scott. He treats the other sex, also. —Boston Transcript.

## A CONGRESSMAN UNFIT.

My humble voice I hereby raise in protest. Billy Cadwyn, My Congressman of preteen days, Has proved himself a bad one. Though I elected him last fall I greatly favor his recall. —What has Bill done? Well, now, look here: I am a little charming. And just about this time of year I do my moral farming; Of course, to satisfy my needs I send to Congress for my seeds.

Here's where Bill failed. I wrote a plea For seeds of peace pleasant, And by return mail came to me My Congressman's good present; But 'stead of flowers I found, by gosh! He'd sent me turnips, carrots, squash. That's why I favor Bill's recall; He's unfit for his duty. He doesn't fill my wants at all, He knows of no seeds of beauty; We want no Congressman for ours Who can't tell vegetables from flowers. —N. M.

"Suppose coal is \$5 a ton, and you gave your dog \$30, how many tons would he send you?" "Three." "What's that wrong?" "I know it's wrong, but that's what he done." —Life.

## A TRIBUTE AND AN APPEAL.

The Titanic's Crew and What Must Be Done for Survivors.

To the Editor of The Tribune.

Sir: For a crew or portion of it, as in the case of the Titanic, to be saved from the dangers of the sea is the close of a thrilling dramatic chapter in a sailor's life, but it is also the beginning of another chapter, and a sordid one, when the men who are rescued will begin life over again with only a water-soaked suit of clothes, the memory of a terrible experience, and for their total capital, a few weeks' pay due them at home. When the Titanic was wrecked, or seventy-seven of the Titanic who manned the boats that saved the eight hundred passengers arrive in New York they will be in the condition I have described, without clothes or money, and the American Seamen's Friend Society is charged with the care of shipwrecked and destitute seamen in the Port of New York. It has been intrusted with funds for this purpose, and has performed its duty well for over eighty years. When the Republic sank, three years ago, the public generously responded to our appeal that was then made on behalf of the crew, and the beneficiaries are eternally grateful for the timely aid that enabled them to get a fresh start in life.

We are therefore making this appeal on behalf of the brave sailors of the Titanic, who have sustained the noble traditions of the sea and by their devotion and steadfastness in a trying hour safely ferried the passengers to the rescuing ship. The crew of the ill-fated ship, when in the service of other ships of the White Star company, frequented our local institute at No. 307 West street. It was their home in America, their postal address, where they received their mail, and from which they wrote their letters. They were known intimately to our military forces, and doubtless some memorial will be placed on the walls of the building they loved so well.

The heartfelt sympathy of thousands of landmen at this time could thus find a helpful outlet, so that out of a great sorrow there might come joy to the men of the sea, out of the present distress there might come future relief, and out of the loss of nearly the whole crew of one ship there might come gain and happiness to many others.

We shall be glad to receive contributions for these purposes. Make checks payable to the American Seamen's Friend Society, No. 307 West street.

GEO. M'PHERSON HUNTER, Secretary, American Seamen's Friend Society.

## SHIPWRECK DRILLS.

Suggested Adaptation of Training Given Children in Public Schools.

To the Editor of The Tribune.  
Sir: At this time, when every one is so intensely sympathetic over the terrible tragedy of the Titanic, it is natural to consider how it is possible that a ship which might be used by the large steamship company would further insure the safety of ocean travelers in some such manner as the public schools insure the safety of the school children.

Why not have sufficient lifeboats on the steamers so that the boats could be numbered and the seats in the boats also be numbered? For example, a passenger upon leaving his ticket receiver also a ticket for a given seat in a lifeboat. He naturally goes to see this special boat and seat on his ship walks and beater it and the seats assigned to his family. When an accident occurs each man goes to his own boat and his own seat. Would not some systematic assignment of lifeboats make for quickness in time of peril and also prevent the possibility of panic?

If a man actually were aware upon buying his ticket of the probability of the steamer's having overcrowded lifeboats would that man buy his passage? This method of getting lifeboat tickets, with the ticket of the passage would prevent all possibility of overcrowded lifeboats.

Of course, a ship should really have going round at unexpected intervals of an ocean trip and the passengers should all at the given signal put on life preservers and go to their seats in the lifeboats assigned to them. Surely a vessel carrying 2,500 people over waters two miles deep requires safety drills as much as a schoolhouse containing a few hundred children.

MARJORIE HUGHAN ROCKWELL, No. 61 Quincy street, Brooklyn, April 17, 1912.

## THE TITAN'S FATE.

To the Editor of The Tribune.

Sir: The fate of the once great Titanic calls to my mind a description of another Titan and gives Matthew Arnold's verses a new and strange suggestiveness:

"The weary Titan . . ."

"Staggering on to her goal, 'Battering on shoulders immense, 'Adventurous, the load, 'Well-nigh not to be borne, 'Of the too vast orb of her fate.'"

The Titanic seems to have been appropriately named.

NEW YORK, April 18, 1912.

## PRESS A POWER FOR GOOD.

As Impossible to Censor as Lightning, Says Dr. Gates.

St. Louis, April 18.—"It would be just as impossible to censor the American press as it would be to censor the law of lightning," said Dr. Milo H. Gates, of the Chapel of the Intercession, Trinity Parish, New York City, addressing the Episcopal Church congress here to-day on "Official Censorship in the Interest of Morals." "As a power for good, nothing is superior to the newspapers," he said. "If censored they would become dull and vicious. I am not catering to the press, but I believe in giving the newspapers the credit they deserve."

## People and Social Incidents.

## AT THE WHITE HOUSE.

[From The Tribune Bureau.]  
Washington, April 18.—The President and Mrs. Taft held a reception this afternoon for the daughters of the American Revolution.

The Misses Eleanor Roelker and Edith Roelker, daughters of Mr. and Mrs. William G. Roelker, of New York, who have been the guests of Miss Taft for a week, returned to their home this afternoon.

Allen T. Clotts, of Huntington, N. Y., arrived at the White House this afternoon. Mrs. Taft will go to Charleston, S. C., next week. Miss Taft will accompany her.

## THE DIPLOMATIC CORPS.

[From The Tribune Bureau.]  
Washington, April 18.—The Austrian Ambassador and Baroness Helldorf, who were to have given a large dinner to-night, had their invitations on account of the ocean disaster, and will not entertain until the last of the month. All of the ambassadors and ministers are observing the same custom, and there will be practically a cessation of formal social affairs for several days.

The counselor of the Brazilian Embassy and Mme. de Lima have as a guest Mme. Corvairas, wife of the Mexican Minister to Great Britain and the mother of Mme. de Lima. The counselor and Mme. de Lima were the guests of the Brazilian Ambassador since the death of their little daughter, but have returned to their apartment in the Woodward.

## IN WASHINGTON SOCIETY.

[From The Tribune Bureau.]  
Washington, April 18.—Invitations for all formal social affairs continue to be recalled, and for some days everything will be of the most informal nature. There are many receptions, dinners, luncheons and teas, but these are without exception attended by the daughters of the American Revolution attending the national congress. Mr. Leonard Wood, wife of the chief of staff, U. S. A., has returned from a visit to her sister, Mrs. Key, in Nashville, Tenn. Mrs. A. P. Crenshaw entertained a luncheon party to-day in compliance to Mrs. McNeil, of New York. Among her guests were Señora de Riano, wife of the Cuban Minister; Mrs. Julius C. Ransom, Mrs. Wadsworth, Mrs. Hume, Mrs. Edgar Pinsky and the Misses Crenshaw.

## NEW YORK SOCIETY.

Mr. and Mrs. Archibald Rogers, of Hyde Park and this city, announce the engagement of their daughter, Miss Ellen H. Rogers, to Kenneth B. Schley, son of Grant B. Schley, of No. 425 Fifth avenue. Mr. Schley is a graduate of Yale, class of '02, and is a member of the American Book, Raquet, Metropolitan and other clubs.

In the Church of the Heavenly Rest, yesterday afternoon, Miss Dorothy T. Hayden, daughter of Dr. and Mrs. James Raynor Hayden, was married to Alfred Macy, son of Mrs. William H. Macy, 247 E. 24th street. The church was attractively decorated for the occasion with palms, ferns and spring flowers.

The ceremony was performed by the Rev. Herbert Shipman, assisted by the Rev. Albert Monk, and a reception followed at the home of Dr. and Mrs. Hayden, No. 121 West 54th street. The bride, who was given away by her father, was in a gown of white brocade satin, trimmed with old family point lace, with which she wore a full veil, fastened with orange blossoms. She carried a bouquet of lilies-of-the-valley and orchids.

Mrs. Dave Hennen Coddington and Mrs. Richard K. Thorndike were the matrons of honor, and Miss Ruth T. and Miss Faith T. Hayden, sisters of the bride; Miss Susan Flay Dresser, Miss Marjorie Curtis, Miss Florence S. Burton, Miss Agnes Le Roy Edgar and Miss Eleanor Lamson were the bridesmaids. The latter were dressed in mauve satin and pink chiffon, and wore natural straw hats trimmed with roses and white ribbons. They carried mauve sweetpeas and ferns.

The matrons of honor were gowned in pink satin and mauve chiffon, and wore natural straw hats, trimmed with roses and wheat. They also carried mauve sweetpeas and ferns.

Josiah Macy acted as his brother's best man, and the ushers were Richard H.

## ADEE TO SAIL ON MAURETANIA.

Second Assistant Secretary of State Plans Tour in France.

Washington, April 18.—Alvey A. Ade, Second Assistant Secretary of State, who was to have sailed for Europe on the return trip of the Titanic, is continuing making the trip on the Mauretania, which is scheduled to sail from New York next Wednesday night. Mr. Ade has planned a long bicycle trip through the picturesque byways of Eastern France, in company with Mr. Thackeray, the American Consul General at Berlin, and his wife, which will occupy him until July 4.

Edwin V. Morgan, recently promoted from the post of Minister at Lisbon, is ambassador to France, will sail with Mr. Ade for England, where he will proceed to France to close up his establishment there and embark on the Koenig Friedrich Auguste, in time to reach Rio de Janeiro May 21.

## ACADEMY HONORS SCIENTISTS.

Eight Americans and One Englishman Elected to Membership in Washington.

Washington, April 18.—The National Academy of Sciences at its annual meeting to-day elected to membership John J. Abel, Robert W. Wood and Harry F. Reid, Johns Hopkins University, Baltimore; Charles B. Davenport, station of experimental evolution, Cold Spring Harbor, N. Y.; Samuel J. Meltzer, Rockefeller Institute of Medical Research, New York; Roland Thaxter and William M. Wheeler, Harvard University, and David White, United States Geological Survey, Washington.

John Murray, of Edinburgh, was elected a foreign associate.

## BAVARIANS SEE CHICAGO.

Distinguished Tourists Inspect City's Institutions and Museums.

Chicago, April 18.—Count Von Podewils, ex-Minister of Foreign Affairs of Bavaria; Geheimrat Pörfert von Borscht, Lord Mayor of Munich, and other officials of Munich arrived here to-day to inspect Chicago's institutions and museums. The Bavarians are making their study of institutions in the interest of the